



ADDENDUM NO. 1

CITY OF STOCKBRIDGE, GEORGIA 2013 LMIG PROGRAM ITB #2013-009

Addendum Date: October 14, 2013

Project Bid Date: October 17, 2013 – 10:00 AM

Contract Document Modifications:

- Item No. 1: Remove complete “Section III – Bid Form” from the Contract Documents and replace with the attached “Section III – Revised Bid Form; Dated: October 14, 2013”.
- Item No. 2: A non-mandatory Prebid Conference was held on October 10, 2013 at 10:00 AM at the Stockbridge City Hall for the referenced project. Attached is a copy of the Sign-In Sheet for that conference. All questions addresses at that conference where for general information only and not binding. Bidders were informed that all questions requiring a written response were to be submitted in writing.
- Item No. 3: Below is a compiled list of all questions submitted in writing and the response to each question submitted.
1. On Nolan Street are we to pave to the railroad tracks or stop at the intersection? **Nolan Street paving will stop at the intersection. Berry Street is currently being repaved.**
 2. Along Tye Street there are deceleration and acceleration lanes, are we to pave into the lanes or mill for a smooth paving transition. **Paving of accel/decel lanes will be performed and milling limits will be at the discretion of the City Engineer.**
 3. In many areas the asphalt is above the gutter, the bid item calls for 1 ½” – 2 ½”, is the intention to reclaim the gutter which means to mill up to 3” – 4”. Please clarify? **No, the existing curb drainage profile should remain the same and is not necessarily tangent to the concrete gutter.**
 4. Can we price risers for manhole adjustments? **Metal risers will be allowed (No plastic risers will be accepted)**

5. Will the 45 calendar days be the total calendar days for Phase 1 + Phase 2? If the City of Stockbridge awards each Phase to different contractors what will be the completion time for each Phase? Please advise. **45 Consecutive calendar days is the total contract time for the completion of both phases of this project. Both phases will be awarded and run concurrently.**
6. Will the contractor be required to use a shuttle buggy (MTV) when placing the 12.5mm on Phase 1 and Phase 2 of the City of Stockbridge 2013 LMIG? **An MTV is not required. However, the contractor will have to mill and replace the asphalt, at his expense, if the mat is bumpy, has segregated material, or does not meet specifications.**
7. How will the low bidder be determined at the read out? Will each Phase be read out separately to determine the low bidder for each Phase or will the total of Phase 1 + Phase 2 determine the low bidder? **Please use the revised bid tabulation sheet attached in this addendum for your bid. The low bidder will be determined by the sum total of Phase I and Phase II.**
8. What will be the cover up time for the edge milling? **Once milling begins, an aggregate of no more than 5 city business days, weather permitting, of substantial inactivity will be tolerated.**
9. Will the contractor be required to post mount all advanced warning signs or can signs on tripods be used? **Tripod mounted signs are acceptable as long as all MUTCD (most current version) codes are met.**
10. It looks like line item #3 is the removal for the patching – is this correct? If this is correct would Falcon Design/City of Stockbridge consider combining line item #3 and #4. This way the area removed is identified by the amount of asphalt mix placed back in the hole and can be accounted for by the mix tickets. **Please use the revised bid tabulation sheet attached in this addendum for your bid. All line items involving asphalt can be tracked with tickets.**
11. Will the contractor be required to mill/pave into the side roads? **This will be left up to the discretion of the City Engineer.**
12. Would Falcon Design/City of Stockbridge consider changing the 1.5” topping on the streets that are in subdivisions to a 9.5mm Type 2? Since several of the subdivision streets have cul de sacs, will require hot lapping of the mix and the time of the year - a 9.5mm TP2 mix will look better than the 12.5mm mix. **No alternate mixes will be accepted.**
13. The pay item for adjusting manholes and water valves states adjust frame and cover. Is Falcon Design/City of Stockbridge looking for the contractor to raise the manholes and or water valves with brick and mortar or can the contractor use a poly riser ring to adjust the height of the manhole and water valve covers? Please clarify so all of the bidding contractors are pricing the same work. There is a big difference in price between brick/mortar adjusting and poly riser rings. **Metal risers will be allowed (No plastic risers will be accepted)**
14. Would Falcon Design consider giving the contractors the length, width and squares yards on each street? By giving the contractors this information it would allow all bidders to be using the same quantities to bid this work. **No, the line item quantities shown in the Bid Form are defined.**

15. It looks like all of the streets in Phase 1 will be paved from begin to end with the 1" Perma Flex – is this correct? **The only streets that will get Perma Flex are Creek Circle, Club Circle, and Club Drive along the entire length.**
16. Which streets in Phase 2 will receive the 1" Perma Flex? If all of the streets are to receive some amount of the 1" Perma Flex that is okay, but if certain streets are to be paved from begin to end with the 1" Perma Flex then the contractor needs to know this information so we can adjust our productions to give the City the best price. **The only streets that will get Perma Flex are Creek Circle, Club Circle, and Club Drive along the entire length.**
17. Will the turn lanes be paved on Tye St.? **Paving of accel/decel lanes will be performed and milling limits will be at the discretion of the City Engineer.**
18. Will the Asphalt Rumble Strips be replaced on Tye St. – no pay item? **No.**
19. Where the asphalt is above the gutter will the contractor be required to mill below the gutter so the finished asphalt will be flush with the gutter? Please clarify. **No, the existing curb drainage profile should remain the same and is not necessarily tangent to the concrete gutter.**

End of Addendum No. 1